

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
Advanced aircraft	Nil	Different in character or other means of compliance	"Advanced aircraft" is not a defined term in Australian legislation.
Aerodrome	Civil Aviation Act 1988 Section 3	More exacting or exceeds	Nil
Aerodrome operating minima	Nil	Different in character or other means of compliance	Australia does not define aerodrome operating minima, but the terms take-off minima and landing minima are defined. When AOM is used it has the same meaning as ICAO definition.
Agreement summary	Civil Aviation Act 1988, section 3	Different in character or other means of compliance	"Agreement summary" is not a defined term in Australian legislation.
Altimetry system error (ASE)	AIP GEN 2.2.2	Less protective or partially implemented not implemented	"Altimetry system error" is not a defined term in Australian legislation.
Appropriate airworthiness requ	Nil	Less protective or partially implemented not implemented	Australian legislation does not specifically define the term 'appropriate airworthiness requirements' but uses the term applicable airworthiness standards in a similar way.
Continuing airworthiness	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but defines instructions for continuing airworthiness which has no practical difference
Continuing airworthiness recor	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term, but its use is as per ICAO definition.
Corporate aviation operation	Nil	Less protective or partially implemented not implemented	Australian legislation does not define or use this term, but common usage is equivalent to ICAO definition.
Emergency locator transmitter	Nil	Less protective or partially implemented not implemented	Australian legislation does not define the term emergency locator transmitter but uses the term and abbreviation as per ICAO definition. In practice there is no difference.
Engine	Nil	Less protective or partially implemented not implemented	Engine is not defined in Australian legislation, but its use is as per ICAO definition, hence no practical difference
Enhanced vision system (EVS)	Nil	Less protective or partially implemented not implemented	Australian legislation does not define enhanced vision system, but the abbreviation EVS is defined as enhanced vision system. In practice there is no difference.
Extended flight over water	Nil	Less protective or partially implemented not implemented	Australian legislation does not define extended flight over water

<u>Annex Reference</u> Filed flight plan (FPL or eFPL)	<u>State Reference</u> Nil	<u>Difference Level</u> Less protective or partially implemented not implemented	<u>State Difference</u> Australian legislation does not define this term but common usage is equivalent to ICAO definition. FF_ICE not implement yet (re eFPL).
Flight crew member	Part 1 of the CASR Dictionary (Vol 5 of CASR)	More exacting or exceeds	Australian legislation defines this term as a pilot or flight engineer assigned to carry out duties, however it achieves an equivalent result.
Flight manual	Clause 37 of Part 2 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result.
Flight recorder	Nil	Less protective or partially implemented not implemented	Australian legislation does not define flight recorder, but in its use there is no practical difference.
Flight simulation training dev	CASR 61.010	Different in character or other means of compliance	Australian legislation defines this term differently, however, it achieves an equivalent result.
Flight time — aeroplanes	CASR 61.010	Different in character or other means of compliance	Australian legislation defines this term differently; however, it achieves an equivalent result.
General aviation operation	Nil	Different in character or other means of compliance	Australian legislation does not define general aviation operation, however in Australia, general aviation is a loose term used to describe any operation that is not an airline (RPT) operation. In Australia, general aviation does not differentiate between a commercial or private operation.
Industry codes of practice	Nil	Less protective or partially implemented not implemented	Industry codes of practice are not defined in Australian legislation
Isolated aerodrome	Nil	Less protective or partially implemented not implemented	Australian legislation does not define or implement the ICAO concept of isolated aerodromes. Australia has implemented a related concept called "remote islands".
Large aeroplane	Nil	Less protective or partially implemented not implemented	Australian legislation for flight operations has removed reference to large or small aeroplanes by referencing the 5 700 kg MTOW limit, to avoid confusion with larger 121 or smaller 135 aeroplanes. However, for airworthiness topics, large aircraft is defined in a far more complex manner in Clause 1 of Part 3 of the CASR Dictionary (Vol 5 of CASR).

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Low-visibility operations (LVO)	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines a low-visibility operation differently, where approaches are below the CAT I minima published for that runway and take-offs are when RVR is less than 550 m
Maintenance programme	CASR 42.015	Different in character or other means of compliance	Australian legislation defines this term as aircraft operating under an AOC or aircraft size, however it achieves an equivalent result.
Maintenance release	CAR 2	Different in character or other means of compliance	Australian legislation defines maintenance release differently, but there is not a practical difference when used.
Meteorological information	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines this term differently; however it achieves an equivalent result.
Modification	Nil	Less protective or partially implemented not implemented	Australian legislation does not include the definition of modification.
Obstacle clearance altitude (O)	AIP ENR 1.5.1.17	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result.
Operating base	Nil	Less protective or partially implemented not implemented	Operating base is currently not defined in legislation but common usage has no practical difference
Operational flight plan	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result.
Operations manual	Part 1 of the CASR Dictionary (Vol 5 of CASR)	More exacting or exceeds	Australian legislation defines this term differently, where operations manuals are for Part 138 and limited category operations only, while Part 121, 133 and 135 (air transport) operators have an exposition.
Operator	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines this term as per ICAO definition or the holder of the AOC or certificate, however it achieves an equivalent result.
Point of no return	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term however common usage has no practical difference.
Preliminary flight plan (PFP)	Nil	Less protective or partially implemented not implemented	Not implemented in legislation. Australia has not yet implemented FF-ICE and therefore this definition is not yet required to be implemented by Australia.

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Repair	Nil	Less protective or partially implemented not implemented	Australian legislation does not include the definition of repair.
Required communication perform	CASR Part 91 Manual of Standards (MOS) section 11.09 (1A)	More exacting or exceeds	Australian legislation defines this term more exactly, however it achieves an equivalent result. In practice there is no difference.
Required surveillance performance	CASR Part 91 Manual of Standards (MOS) section 11.09 (1A)	Different in character or other means of compliance	Australian legislation defines this term more exactly, however it achieves an equivalent result. In practice there is no difference.
Specific approval	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term
State of the Aerodrome	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term
State of the principal location	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term..
Synthetic vision system (SVS)	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term.
Target level of safety (TLS)	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term.
Total vertical error (TVE)	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage has no practical difference.
1.2	CASR 91.005 to 91.035	Different in character or other means of compliance	Australian legislation does not refer to general aviation operations with aeroplanes.
2.1.1.2	CASR 91.245 CASR Part 91 Manual of Standards (MOS) section 10.02 (a & e)	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.1.1.3	CASR 91.215	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.1.1.4	CASR 91.690	Different in character or other means of compliance	Australian legislation achieves a similar outcome but requires that the operator or the pilot submit the report within 2 business days.
2.1.1.5	Nil	Less protective or partially implemented not implemented	Australian legislation does not require this for a non commercial operations, but does for Australian air transport operations.

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2.1.1.6	CASR 91.245 CASR Part 91 Manual of Standards (MOS) section 10.02 (e) CASR 61.422	Different in character or other means of compliance	Australian legislation requires the license holder to be proficient in English and the pilot in command to check that each crew member is fit for duty, where this achieves a similar outcome.
2.1.4	CASR 91.045	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.2.1.1	CASR 91.245 CASR Part 91 Manual of Standards (MOS) section 10.02 (a&b) CASR 91.245 CASR Part 91 Manual of Standards (MOS) section 10.02	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome. Australia does not specifically require pilots in command to ascertain the adequacy of facilities for the type of operation being conducted.
2.2.1.2	Nil	Less protective or partially implemented not implemented	Australia does not specifically require compliance with the effect of this recommendation.
2.2.2.1	CASR 91.415	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.2.2.2.1	CASR 91.307 & 91.315 CASR Part 91 Manual of Standards (MOS) chapter 15	Different in character or other means of compliance	Australian legislation specifies the use of take-off and landing minima, for any operations below these minima approval from CASA is required, which achieves the same result as ICAO Standard.
2.2.2.2.1.1	CASR 91.315	Less protective or partially implemented not implemented	Australia only authorises operational credits in the kinds of limited circumstances referred to in ICAO Doc 9365 "other than standard Category I operations" and "other than standard Category II operations".
2.2.2.2.1.2	Nil	Less protective or partially implemented not implemented	Australia does not specify these requirements in State rules.
2.2.2.2.2	CASR Part 173 Manual of Standards (MOS) section 8.1.6	Different in character or other means of compliance	Australian legislation does not define the terms Type A or Type B, but uses NPA, APV and PA and the same definitions for CAT I, II and III, but further defines CAT IIIA, B and C, which achieves a similar outcome. See definition of Instrument Runway in AIP 2.2.1
2.2.2.2.3	CASR 91.307 CASR Part 91 Manual of Standards (MOS) section 15.10 AIP GEN 2.2.1	Different in character or other means of compliance	Australian legislation does not specifically state this Standard but defines MDA/H and 2D approaches while specifying landing minima, which achieves the same outcome
2.2.2.2.4	CASR 91.307 CASR Part 91 Manual of Standards (MOS) section 15.10 AIP GEN 2.2.1	Different in character or other means of compliance	Australian legislation does not specifically state this Standard, but defines DA/H and 3D approaches while specifying landing minima, which achieves the same outcome.

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2.2.2.2.5	CASR 91.315 CASR Part 91 Manual of Standards (MOS) section 15.04	Less protective or partially implemented not implemented	Australian legislation does not state that an RVR is available, but otherwise achieves the same outcome.
2.2.2.2.6	CASR 91.315 CASR Part 91 Manual of Standards (MOS) section 15.04	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.2.2.3.1	CASR 91.565 CASR Part 91 Manual of Standards (MOS) division 20.3	Less protective or partially implemented not implemented	Australian legislation does not require briefing cards for non-commercial operations, but otherwise achieves the same outcome.
2.2.2.3.2	CASR 91.565 CASR Part 91 Manual of Standards (MOS) division 20.3	Different in character or other means of compliance	Australian legislation is more specific using different words but achieves the same outcome.
2.2.2.3.3	CASR 91.215	Less protective or partially implemented not implemented	Australian legislation does not require non-commercial operations to brief passengers in an emergency during flight.
2.2.2.3.4	CASR 91.570	More exacting or exceeds	Australian legislation also requires seatbelts or harness' during taxiing.
2.2.3.1	Civil Aviation Act 1988, CASR Part 91.245, CASR Part 91 Manual of Standards (MOS) section 10.2 CASR 91.805 CASR 91.585 CASR 91.095	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.2.3.2	CASR Part 91.795, CASR Part 91 Manual of Standards (MOS) section 24.02	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.2.3.3	CASR Part 91.230 and 91.235 CASR Part 91 Manual of Standards (MOS) Chapters 7 and 8	Different in character or other means of compliance	Australian legislation uses different words but achieves a similar outcome.
2.2.3.4.1	CASR 91.230 CASR Part 91 Manual of Standards (MOS) Chapter 7 and section 2.07	Less protective or partially implemented not implemented	Australian legislation does not specifically state that a VFR flight shall not be commenced unless forecast/reported conditions along the route will enable VFR however do state the requirements for VFR flight and require forecasts/reports to be checked prior to flight, which achieves a similar outcome. Additionally, take-off is allowed without a forecast under specific circumstances.
2.2.3.4.2	CASR 91.230 and CASR Part 91 Manual of Standards (MOS) section 15.03, Chapters 7 and 8	Different in character or other means of compliance	Australian legislation refers to take-off and landing minima which achieves the same outcome.
2.2.3.4.3	CASR Part 91 Manual of Standards (MOS) section 7.02(6) and 8.04(1)	Different in character or other means of compliance	Australian legislation refers to a buffers around the ETA for forecasts and relevant weather at a destination, which achieves the same outcome.

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2.2.3.4.5	CASR 91.705	Different in character or other means of compliance	Australian legislation uses different words but achieves a similar outcome.
2.2.3.5	CASR Part 91.230 and 91.235 CASR Part 91 Manual of Standards (MOS) Chapters 7 and 8	Less protective or partially implemented not implemented	Australian legislation does not require separate runways, instead uses alternate minima, nav and lighting requirements to trigger an alternate aerodrome which achieves a similar outcome.
2.2.3.6.1	CASR Part 91.455 and 91.460 CASR Part 91 Manual of Standards (MOS) Chapter 19	Different in character or other means of compliance	Australian legislation defines contingency fuel and final reserve fuel, while specifying different groups of aircraft to achieve a similar outcome.
2.2.3.6.2	CASR Part 91.455 CASR Part 91 Manual of Standards (MOS) Sections 19.05, 19.04 and 19.06	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.2.3.7.1	CASR 91.510	Different in character or other means of compliance	Australian legislation specifies different requirements for highly volatile or other than highly volatile fuels which results in different outcomes for the different fuels.
2.2.3.7.2	Nil	Less protective or partially implemented not implemented	Australian legislation does not specify communications requirements during refueling.
2.2.3.8	CASR 91.810 CASR Part 91 Manual of Standards (MOS) Sections 26.43 and 26.44	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.2.4.1.1	Nil	Less protective or partially implemented not implemented	Australian legislation specifies the pre-flight planning requirements but does not address the in-flight decision to continue based on latest weather.
2.2.4.1.3	CASR 91.310 CASR Part 91 Manual of Standards (MOS) Sections 16.02(3) and 16.03(3 & 4)	Different in character or other means of compliance	Australian legislation specifies various RVR requirements for low-visibility operations for the different approaches to achieve the same outcome.
2.2.4.2.1	CASR 91.675	Different in character or other means of compliance	Australian legislation is more general in nature and does not specifically mention reporting meteorological conditions, however, achieves the same outcome by requiring hazards to be reported.
2.2.4.3.1	CASR 91.675	Different in character or other means of compliance	Australian legislation is more general in nature and achieves the same outcome by requiring any hazards to be reported.
2.2.4.4.1	CASR 91.410(2) (b)	Less protective or partially implemented not implemented	Australian legislation does not address runway surface and continuing approaches in this context but requires the aerodrome to be safe for landing and take-off after considering all circumstances.



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2.2.4.5.1	CASR 91.550(2)c	Different in character or other means of compliance	Australian legislation does not use the term flight deck but achieves the same outcome by requiring flight crew members to occupy flight crew stations.
2.2.4.5.2	CASR 91.550(2)c	Different in character or other means of compliance	Australian legislation does not use the term flight deck or remain at their station but achieves the same outcome by requiring flight crew members to occupy flight crew stations when the pilot in command directs.
2.2.4.5.4	CASR 91.550(2)(b, c & d)	Less protective or partially implemented not implemented	Australian legislation does not address having shoulder straps unfastened but requires seat belts to be fastened and compliant with the flight manual
2.2.4.7.1	CASR Part 91 Manual of Standards (MOS) Section 26.43(4)	Less protective or partially implemented not implemented	Australian legislation requires oxygen to be available at various times but does not require its use outside of flight crew.
2.2.4.8.1	CASR 91.455 CASR Part 91 Manual of Standards (MOS) Section 19.05 (2)	Different in character or other means of compliance	Australian legislation uses the term checked at regular intervals to achieve the same outcome.
2.2.4.9.1	Nil	Less protective or partially implemented not implemented	Australian legislation does not specify the states responsibility to promulgate instrument approaches.
2.2.4.9.2	CASR 91.287	Different in character or other means of compliance	Australian legislation is more general in nature requiring the pilot of an IFR flight to meet the prescribed requirements of the CASR Part 91 Manual of Standards (MOS)
2.2.5.1	CASR 91.215	Different in character or other means of compliance	Australian legislation does not use the term security, but uses different words to achieve the same outcome.
2.2.5.2	CASR 91.520 and 91.245 CASR Part 91 Manual of Standards (MOS) Section 10.02(e)	Less protective or partially implemented not implemented	Australian legislation does not specify the need to land at the nearest suitable aerodrome, also the responsibility is shared by the crew member and the pilot in command, which achieves a similar outcome..
2.2.5.3	Transport Safety Investigation ACT 2003 Part 3 CASR 91.680 and 91.690	Less protective or partially implemented not implemented	Australian legislation requires notification of emergencies and contravention of rules, while not specifically mentioning serious injury or death, but achieves a similar outcome.
2.2.6	CASR 91.590	Less protective or partially implemented not implemented	Australian legislation does not require carry-on baggage to be stowed all the time, only during take-off or landing and when directed by the pilot in command.

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2.3.1.1	Air Navigation (Aircraft Noise) Regulations 1984 CASR 91.095, 91.795, 91.800 and 91.805	Different in character or other means of compliance	Australian legislation does not impose weight limitations based on noise, but relies on aircraft certification and performance to limit weight.
2.3.1.2	CASR 91.145 (2) CASR 42.900 (3)	Different in character or other means of compliance	Australian legislation requires the aeroplane to have a certificate of airworthiness, which requires the aircraft to have the placards and markings required by the type certificate and shown in the aircraft flight manual.
2.3.1.3	CASR 91.795 CASR Part 91 Manual of Standards (MOS) Section 24.02 (1)	Different in character or other means of compliance	Australian legislation requires the aeroplane to have take-off performance to clear obstacles by a safe margin, which achieves a similar outcome.
2.4.2.1	CASR 23.001 (FAR § 23.2500 to § 23.2550)	Different in character or other means of compliance	Australian legislation references Part 23 of the FARs, EASA CS-VLA or EASA CS-23 for airworthiness standards for normal category, utility category, acrobatic category or commuter category aeroplanes, where FAR § 23.2500 achieves a similar outcome. For transport category aeroplanes Australian legislation likewise references relevant FAR and EASA regulations for transport category airworthiness standards.
2.4.2.2	CASR Part 91 Manual of Standards (MOS) section 26.53 CASR 91.545 CASR 91.105, 91.110, 91.115 and 91.120	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require a first aid kit to be carried, the carriage of all documents when operating within Australia or replacement fuses unless specified in the aircraft flight manual.
2.4.2.5	CASR 91.545(2)	Different in character or other means of compliance	Australian legislation do not use the term safety harness but does require a seat belt and shoulder harness, which has the same outcome.
2.4.2.6.1	Nil	Less protective or partially implemented not implemented	Australian legislation does not refer to the marking of break-in points, but common practice is to mark the break-in points in either red or yellow to contrast the background. They are also marked with words.
2.4.3.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.06 and 26.07	Different in character or other means of compliance	Australian legislation defines equipment requirements for day VFR and night VFR flights separately, but otherwise achieves the same outcome.
2.4.3.2	Nil	Less protective or partially implemented not implemented	Australian legislation defines equipment requirements based on the flight rules (VFR or IFR) not on the level of service ATS provides.

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2.4.4.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.56, 26.57 and 26.55	Different in character or other means of compliance	Australian legislation requires only aircraft flying over water, not all seaplanes, to be equipped as specified, but otherwise achieves the same outcome.
2.4.4.2.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.56 and 26.57	Less protective or partially implemented not implemented	Australian legislation allows aeroplanes conducting normal take-off and landing procedures at an aerodrome not to carry life jackets.
2.4.4.3.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.56 and 26.57	Less protective or partially implemented not implemented	Australian legislation does not define extended flights over water, but applies only a 50 NM limit, not the lesser of 30 minutes or 50 NM, without carrying life jackets.
2.4.4.3.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.60, 26.61 and 26.62	Different in character or other means of compliance	Australian legislation does not define extended flights over water, but prescribes different limits for different aircraft configurations and engine types, being the lesser of a distance or time in the cruise, for the carriage of life rafts and survival equipment.
2.4.5	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.63, 26.64 and 26.65	Different in character or other means of compliance	Australian legislation defines remote areas, within which appropriate survival equipment is required, which achieves the same outcome.
2.4.6.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) section 26.43	Different in character or other means of compliance	Australian legislation specifies , using altitude and time at altitude, when supplemental oxygen needs to be available.
2.4.11.1	Nil	Less protective or partially implemented not implemented	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.
2.4.11.2	Nil	Less protective or partially implemented not implemented	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.
2.4.11.3	Nil	Less protective or partially implemented not implemented	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations..
2.4.11.4	Nil	Less protective or partially implemented not implemented	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.
2.4.11.5	Nil	Less protective or partially implemented not implemented	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.
2.4.11.6	Nil	Less protective or partially implemented not implemented	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.



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2.4.11.7	Nil	Less protective or partially implemented not implemented	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.
2.4.12.1	CASR Part 91 Manual of Standards (MOS) section 26.48	Less protective or partially implemented not implemented	Australian legislation allows, for non-commercial operations, various single seat aircraft flights and flights associated with manufacture or delivery to not be fitted with ELTs.
2.4.12.2	CASR Part 91 Manual of Standards (MOS) section 26.48	Different in character or other means of compliance	Australian legislation allows, for non-commercial operations, various single seat aircraft flights and flights associated with manufacture or delivery to not be fitted with ELTs.
2.4.12.3	CASR Part 91 Manual of Standards (MOS) section 26.48	Different in character or other means of compliance	Australian legislation allows, for non-commercial operations, various single seat aircraft flights and flights associated with manufacture or delivery to not be fitted with ELTs.
2.4.14.1	CASR Part 91 Manual of Standards (MOS) sections 26.40 and 26.41	Different in character or other means of compliance	Australia legislation is prescriptive and specifies a headset and microphone that is not hand held for each pilot, with 1 additional backup being either hand held or not, which achieves the same result.
2.4.15	Nil	Less protective or partially implemented not implemented	Australia does not specify these criteria in State rules.
2.4.16.1.1.1	CASR Part 91 Manual of Standards (MOS) sections 26.31, 26.35 and 26.36	Less protective or partially implemented not implemented	Australian legislation does not require FDRs for aircraft under 5700kg. Airborne Image Recording Systems are not implemented in Australian legislation.
2.4.16.1.1.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.31, 26.35 and 26.36	Less protective or partially implemented not implemented	Australian legislation applies FDRs to turbine powered, or type certified after 1 July 1965, aeroplanes with a MTOW of more than 5 700 kg, while parameters are set by CAO103.19 or (E)TSO-C124a..
2.4.16.1.2	Civil Aviation Order 103.19 Instrument 2007 section 2.2	Different in character or other means of compliance	Australian legislation does not specifically detail this requirement, but does not allow analogue recorders for aircraft with a certificate of airworthiness after 1 January 1984.
2.4.16.2.1	CAO 20.18 (6.1) CASR Part 91 Manual of Standards (MOS) section 26.32	Different in character or other means of compliance	Australian legislation requirements for CVRs differ on the date of certificate of airworthiness, passenger seats, pressurisation and number of pilots, but achieves a similar outcome.



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2.4.16.2.3.1	CASR Part 91 Manual of Standards (MOS) section 26.36 (3)b	Less protective or partially implemented not implemented	Legislation only requires the last 30 minutes of recording to be retained.
2.4.16.3.1.1	CASR Part 91 Manual of Standards (MOS) section 26.39	Less protective or partially implemented not implemented	Australian legislation is yet to address data link recorder requirements.
2.4.16.3.1.2	Nil	Less protective or partially implemented not implemented	Australian legislation is yet to address data link recorder requirements.
2.4.16.3.1.3	Nil	Less protective or partially implemented not implemented	Australian legislation is yet to address data link recorder requirements, but all equipment fitted to an aeroplane must meet the requirements of CASR Part 21.
2.4.16.3.2	Nil	Less protective or partially implemented not implemented	Australian legislation is yet to address data link recorder requirements, but all equipment fitted to an aeroplane must meet the requirements of CASR Part 21.
2.4.16.3.3	Nil	Less protective or partially implemented not implemented	Australian legislation is yet to address data link recorder requirements, but all equipment fitted to an aeroplane must meet the requirements of CASR Part 21.
2.4.16.4.1	CAO 103.19 (2.12) AC 21-46(1) CAR 207 CASR 23.006 (FAR § 23.1459)	Different in character or other means of compliance	FDRS installed as per para 2.3 of CAO 103.19 do not meet the fire protection requirement of Annex 6 due to requirement to fit of TSO-C51a. Crashworthiness requirements for CVRs are met by para 3.5 of CAO 103.20. CVRs installed as per para 2.3 of CAO 103.20 do not meet the fire protection requirement due to requirements to fit TSO-C84.
2.4.16.4.2.1	Part 91 MOS 26.37	Different in character or other means of compliance	Australian legislation does not address flight recorders being switched off, but do require them to continuously record for the duration required.
2.4.16.4.2.2	Transport Safety Investigation Act 2003, Civil Aviation Act 1988, Part IIIB	Different in character or other means of compliance	Australian legislation protects the rights of those recorded, restricts general access and makes available the recordings to the appropriate investigating organisations, which achieves the same outcome.
2.4.16.4.3	CASR 91.650	Different in character or other means of compliance	Australian legislation requires the operator to preserve recordings, where the operator for a non-commercial operation (non AOC operation) includes the pilot in command, which achieves the same outcome.
2.4.16.4.4	AC 21-24	Different in character or other means of compliance	Australia does not legislate for 'continued serviceability' checks but requires continual functional operation of the equipment.

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2.4.16.4.5	Advisory Circular (AC) 21-24 paragraph 2.6.4	Less protective or partially implemented not implemented	New generation aircraft are equipped with FDRS type certificated IAW CASR Part 21 under the ARINC 647A standard comply with this recommendation. Older aircraft that are not fitted with FDRs under the ARINC standard may still use paper-based reporting systems.
2.4.17.2.1	Advisory Circular (AC) 91-17 chapters 6, 7 and 8	Different in character or other means of compliance	Australia does not include this level of detail in the multi-layered legislation structure but does include these types of considerations in the guidance material for EFBs.
2.4.17.2.2	Advisory Circular (AC) 91-17 section 2.1.1	Less protective or partially implemented not implemented	Australian legislation does not require non-commercial (Part 91 operations) to obtain an approval, but operations would still need to follow the guidance in AC 91-17.
2.4.17.3	Nil	Less protective or partially implemented not implemented	Australian legislation does not require non-commercial (Part 91 operations) to obtain an approval, but operations would still need to follow the guidance in AC 91-17.
2.4.18.1	Civil Aviation Act 1988 section 4A	Less protective or partially implemented not implemented	Australian legislation does not require a certified copy of this notice to be carried.
2.4.18.2	Civil Aviation Act 1988 section 4A	Different in character or other means of compliance	Australian legislation requires that the 83 bis agreement is published via a Gazette notice, which would be available to any inspector.
2.4.18.3	Civil Aviation Act 1988 section 4A	Less protective or partially implemented not implemented	Australian legislation requires that the 83 bis agreement is published via a Gazette notice, where Australia (CASA), if it is the State of Registry, registers the Article 83 bis Agreement with the Council of ICAO, which achieves the same outcome
2.4.18.4	Nil	Less protective or partially implemented not implemented	Australian legislation requires that the 83 bis agreement is published via a Gazette notice, however does not include a Gazette layout in its procedures.
2.5.1.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) Section 26.18	Different in character or other means of compliance	Australian legislation requires all aircraft to communicate on required frequencies via 2-way voice communication, except some VFR flights, which achieves the same outcome.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
2.5.1.2	CASR 23.001 and 25.001	Different in character or other means of compliance	Australian legislation refers to design and certification standards by referencing Part 23 of the FARs, EASA CS-VLA or EASA CS-23 for airworthiness, design and certification standards for normal category, utility category, acrobatic category or commuter category aeroplanes, which achieves a similar outcome. For transport category aeroplanes Australian legislation likewise references relevant FAR and EASA regulations for transport category airworthiness standards.
2.5.1.3	CASR 91.810 CASR Part 91 Manual of Standards (MOS) Section 26.18	Different in character or other means of compliance	Australian legislation requires all aircraft to communicate on required frequencies via 2-way voice communication, including VFR flights in controlled airspace, which achieves the same outcome.
2.5.1.6	CASR 91.810 and 91.930 CASR Part 91 Manual of Standards (MOS) Sections 11.09 (5), 26.04 and 28.03 (1)(c)	Less protective or partially implemented not implemented	Australian legislation does not require a PBC but when fitted and used, requires documentation of RCP capabilities and MEL details.
2.5.1.7	CASR Part 91 Manual of Standards (MOS) Sections 11.09	Less protective or partially implemented not implemented	Australian legislation does not promulgate airspace that requires an RCP specification, but does establish procedures for PBC when used.
2.5.1.8	Nil	Less protective or partially implemented not implemented	Australian legislation does not require non-commercial operations to meet these requirements.
2.5.1.9	Nil	Less protective or partially implemented not implemented	Australian legislation does not promulgate a system to monitor PBC performance.
2.5.2.1	CASR Part 91 Manual of Standards (MOS) Sections 26.08, 14.02 and 13.02	Different in character or other means of compliance	Australian legislation defines equipment for IFR flight but allows VFR navigation to be either visual reference or as per IFR navigation requirements.
2.5.2.2	CASR 91.810 and 91.930 CASR Part 91 Manual of Standards (MOS) Sections 14.01 (2), 14.02 (2), 26.04 and 28.03 (1)(c)	Different in character or other means of compliance	Australian legislation defines PBN and equipment requirements differently but achieves the same outcome.
2.5.2.3	CASR Part 91 Manual of Standards (MOS) Chapter 14	Different in character or other means of compliance	Australian legislation defines PBN criteria differently but achieves the same outcome.
2.5.2.4	Nil	Less protective or partially implemented not implemented	Australian legislation does not require non-commercial operations to meet these requirements.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
2.5.2.6	Nil	Less protective or partially implemented not implemented	Australian legislation does not define any MNPS airspace however does have IFR navigation requirements. Note that approvals granted to Australian operators with respect to flights outside Australia have been based on this ICAO standard.
2.5.2.11	CASR 91.255 and 91.655 CASR Part 91 Manual of Standards (MOS) section 11.07 (2) AIP GEN 1.5.9 and ENR 1.1.8.2.5	Different in character or other means of compliance	Australian legislation allows for non RVSM aircraft to plan in RVSM airspace, but separation standards will be increased.
2.5.2.12	CASR Part 91 Manual of Standards (MOS) section 14.02 (4)	Less protective or partially implemented not implemented	Australian legislation allows for navigation system failure by defining appropriate procedures.
2.5.2.13	CASR Part 91 Manual of Standards (MOS) section 14.02 (1 and 2)	Different in character or other means of compliance	Australian legislation does not state this requirement for non-commercial operations (CASR Part 91), but requires appropriate navigation equipment for the airspace, route or terminal instrument flight procedure.
2.5.3.1	CASR Part 91 Manual of Standards (MOS) sections 26.68 and 26.69	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.5.3.2	CASR 91.810 and 91.930 CASR Part 91 Manual of Standards (MOS) Sections 11.09 (5), 26.04 and 28.03 (1)(c)	Less protective or partially implemented not implemented	Australian legislation does not require PBS, but when fitted and used, requires documentation of RSP capabilities and MEL details.
2.5.3.3	CASR Part 91 Manual of Standards (MOS) Section 11.09	Less protective or partially implemented not implemented	Australian legislation does not promulgate airspace that requires an RSP specification but does establish procedures for PBS when used.
2.5.3.4	Nil	Less protective or partially implemented not implemented	Australian legislation does not require non-commercial operations (CASR Part 91) to meet these requirements.
2.5.3.5	CASR Part 91 Manual of Standards (MOS) Section 11.09	Less protective or partially implemented not implemented	Australian legislation does not promulgate a system to monitor PBS performance.
2.6.1.1	CAR 39&41 CASR 42.030	Different in character or other means of compliance	Australian legislation uses different words but achieves the same outcome.
2.6.1.2	CAR1988 42ZC & 42ZD, CASR1998 42.030(2)(b) & 42.080	Less protective or partially implemented not implemented	CASR provided full compliance with the standard but CAR does not require an owner or a lessee to ensure that there is a maintenance release each time maintenance carried out.
2.6.2.2	CAR 50C CASR 42.260	More exacting or exceeds	Australian legislation requires records to be kept for a period of 1 year after permanent withdrawal of service for all units and maintenance releases.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
2.6.4.1	CASR 42.030(2)(b), 42.725(1). MOS145 s145.A.50	Less protective or partially implemented not implemented	The standard is currently not applicable. CASR provides full compliance with the standard but CAR does not include a requirement either for the maintenance organisations or for the owner/lessee to ensure a maintenance release is issued each time maintenance is carried out by maintenance organisation.
2.6..2	CASR 42.760-765.	Less protective or partially implemented not implemented	Under CASR, a certificate of release to service which is equivalent to maintenance release does not have to include details of maintenance carried out. These details are included in the individual maintenance record for each maintenance task. CAR does not include a requirement either for the licence holder or for the owner/lessee to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.
2.6.4.3	CASR 42.760-765.	Less protective or partially implemented not implemented	Under CASR, a certificate of release to service which is equivalent to maintenance release does not have to include details of maintenance carried out. These details are included in the individual maintenance record for each maintenance task. CAR does not include a requirement either for the licence holder or for the owner/lessee to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.
2.7.2.1	CASR 91.155 and 91.245 CASR Part 91 Manual of Standards (MOS) Section 10.02(e) CASR 61.385	Less protective or partially implemented not implemented	Australian legislation does not specifically require the pilot in command to be responsible for another crew's licence, rating or competence, but requires the pilot in command to be responsible for the crew to be fit for duty. Australian legislation, for non-commercial operations (Part 91), places the responsibility of licenced, rated and competency on the individual.
2.7.2.2	CASR 61.385 (2) CASR Part 91 Manual of Standards (MOS) Section 10.02(e)	Less protective or partially implemented not implemented	Australian legislation does not specifically require the pilot in command to be responsible for other crew's competence however requires the pilot in command to be responsible for other crew to be fit for duty. Australian legislation places the responsibility of competency on the individual.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
2.8.1	CASR 21.006A	Different in character or other means of compliance	Australian legislation does not detail how changes from the state of registry would be implemented, but details who can apply for changes and what they should comply with.
2.8.2.2	CASR Part 91 Manual of Standards (MOS) Sections 5.02 and 5.03	Less protective or partially implemented not implemented	Australian legislation does not require the signature of the pilot in command, but otherwise is the same as ICAO Recommendation.
2.8.3	CASR 91 Division 91.C.5 AIP ENR 1.10 Appendix 1 Item 19	Less protective or partially implemented not implemented	Australian legislation does not require the owner or lessee to be responsible, but allows the pilot in command to add this optional information to their flight notification.
2.9.1	CASR 91.215	Different in character or other means of compliance	Australian legislation does not specifically mention security, but does require the pilot in command to be responsible for safety of persons, cargo and aircraft.
2.9.2	Transport Safety Investigation Act 2003, section 18 & 19, Aviation Transport Security Regulations 2005, section 2.21 (2)(b)	Different in character or other means of compliance	Australian legislation is more general in nature, but achieves the same outcome by requiring reporting for situations that threaten security, which includes aircraft hijacking.
3.1.1	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation is different in nature by not specifically defining International GA, but achieves a similar outcome by defining a private operation (effectively any operation not for hire or reward) and imposing some additional requirements for aeroplanes greater than 5,700 kg MTOW.
3.1.2	Nil	Less protective or partially implemented not implemented	Australian legislation does not implement additional requirements for non-commercial operations with more than 9 passenger seats.
3.2.1	Nil	Less protective or partially implemented not implemented	Australian legislation does not define corporate aviation and does not add requirements to private operations based on the number of aeroplanes involved.
3.3.1.2	CASR 91.140	Different in character or other means of compliance	Australian legislation is more general in nature, but achieves the same outcome by requiring compliance with the law of the country being flown in.
3.3.1.3	CASR 91.215	Different in character or other means of compliance	Australian legislation does not require an operations manual for non-commercial operations, but achieves a similar outcome by giving final authority to the pilot in command.
3.3.1.4	Nil	Less protective or partially implemented not implemented	Australian legislation does not require knowledge of search and rescue services for non-commercial operations.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.3.1.5	CASR 61.610	Different in character or other means of compliance	Australian legislation achieves a similar outcome by requiring English language proficiency before being granted a flight crew licence.
3.3.2.1	Civil Aviation Act 1988, section 32AP Transport Safety Investigation Act 2003, section 53	Different in character or other means of compliance	Australian legislation achieves a similar outcome but does not permit the release of CVR or on board recorded data for SMS investigations, but does permit the release for various criminal proceedings.
3.3.2.2	Transport Safety Investigation Act 2003, section 53	Different in character or other means of compliance	Australian legislation achieves a similar outcome but does not permit the release of FDR or on board recorded data for SMS investigations but does permit the release for various criminal proceedings.
3.4.1.1	CASR 91.245, CASR Part 91 Manual of Standards (MOS) section 10.02	Less protective or partially implemented not implemented	Australia does not specifically require pilots in command to ascertain the adequacy of facilities for the type of operation being conducted
3.4.1.2	Nil	Less protective or partially implemented not implemented	Australia does not specifically require compliance with the effect of this recommendation.
3.4.2.1.1	Nil	Less protective or partially implemented not implemented	This requirement is not implemented in Australian legislation for non-commercial operations..
3.4.2.1.2	Nil	Less protective or partially implemented not implemented	There is no requirement in current legislation for the safety and security oversight to be coordinated between the State in which the operating base is located and the State of Registry for non-commercial operations.
3.4.2.2	Nil	Less protective or partially implemented not implemented	Australian legislation does not require non-commercial operations to have an operations manual.
3.4.2.3.1	CASR 91.215 CASR 91.245, CASR Part 91 Manual of Standards (MOS) section 10.02(e)	Less protective or partially implemented not implemented	Australian legislation does not refer to an operator for non-commercial operations, but more generally requires the pilot in command to be responsible for safety.
3.4.2.3.2	CASR 91.795 CASR Part 91 Manual of Standards (MOS) section 24.02	Less protective or partially implemented not implemented	Australian legislation requires the pilot in command to be responsible for ensuring take-off performance and does not require non-commercial operations to have an operations manual.
3.4.2.4	CASR 91.725	Different in character or other means of compliance	Australian legislation uses different words to achieve a similar outcome.



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<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.4.2.5	CASR 91.095 Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation uses different words, requiring the pilot in command to comply with aircraft flight manual instructions which includes checklists for the aircraft, to achieve a similar outcome.
3.4.2.6	CASR 91.305	Different in character or other means of compliance	For non-commercial operations, Australian legislation does not require the operator to specify methods to determine minimum IFR heights, but requires the pilot in command to use acceptable methods to determine minimum heights which are established by CASA.
3.4.2.7	CASR 91.307 CASR Part 91 Manual of Standards (MOS) chapter 15	Different in character or other means of compliance	For non-commercial operations, Australian legislation requires the pilot in command to use aerodrome operating minima which are established by CASA or have a low-visibility approval from CASA for an alternative minima.
3.4.2.8	CAO 48.1	Less protective or partially implemented not implemented	Australia legislation has no provisions for personnel involved in the maintenance of aircraft and does not require operations manuals for non-commercial operations.
3.4.2.9.1	CASR 91.565 CASR Part 91 Manual of Standards (MOS) section 20.06	More exacting or exceeds	Australian legislation is more detailed and in addition specifically addresses smoking, seat position and trays, brace position, evacuation slides, carry-on baggage, escape lighting and portable electronic devices etc.
3.4.2.9.2	CASR 91.565 CASR Part 91 Manual of Standards (MOS) section 20.06(1)	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome.
3.4.2.9.3	Nil	Less protective or partially implemented not implemented	For non-commercial operations, Australian legislation does not specifically state this requirement.
3.4.2.9.4	CASR 91.570	Different in character or other means of compliance	Australian legislation uses different wording to achieve the same outcome, requiring the pilot in command to give directions when to be seated and use seat belts.
3.4.3.1	CASR 91.115 CASR 91.245, CASR Part 91 Manual of Standards (MOS) section 10.02 (d), (g) CASR 91.805 CASR 91.585 CASR 91.095	Less protective or partially implemented not implemented	Australian legislation uses different wording to achieve a similar outcome, but does not require certificate of airworthiness or registration to be carried for flights within Australia.
3.4.3.2	CASR 91.795, CASR Part 91 Manual of Standards (MOS) section 24.02	Different in character or other means of compliance	Australian legislation, for non-commercial operations, requires the pilot in command to ensure the aeroplane has the required performance to clear all obstacles by a safe margin.



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<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.4.3.3	CASR 91.230, 91.235 and 91.240. CASR Part 91 Manual of Standards (MOS) chapters 7, 8 and 9	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, requires the pilot in command to ensure flight planning meets conditions set out by CASA, and does not require an operation manual.
3.4.3.4.1.1	Nil	Less protective or partially implemented not implemented	Australian legislation only requires take-off alternates for commercial air transport in larger aircraft, not for non-commercial operations.
3.4.3.4.1.2	Nil	Less protective or partially implemented not implemented	Australian legislation only requires take-off alternates for commercial air transport in larger aircraft, not for non-commercial operations.
3.4.3.4.1.3	Nil	Less protective or partially implemented not implemented	Australian legislation only requires take-off alternates for commercial air transport in larger aircraft, not for non-commercial operations.
3.4.3.5.1	CASR 91.455 CASR Part 91 Manual of Standards (MOS) Section 19.02 and 19.04	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome.
3.4.3.5.3	CASR 91.455 CASR Part 91 Manual of Standards (MOS) Section 19.04	Less protective or partially implemented not implemented	Australian legislation uses different words to achieve a similar outcome, but for non-commercial operations does not require 15 minutes holding or isolated aerodrome fuel when an alternate is not required.
3.4.3.6.1	CASR 91.455 CASR Part 91 Manual of Standards (MOS) Section 19.05	Different in character or other means of compliance	Australian legislation, for non-commercial operations, requires the pilot in command to follow fuel monitoring requirements set out by CASA
3.4.3.6.2	CASR 91.455 CASR Part 91 Manual of Standards (MOS) Section 19.05	Different in character or other means of compliance	Australian legislation, for non-commercial operations, requires the pilot in command to regularly check fuel on board, which achieves the same results using different words.
3.4.3.7.1	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require or recommend any en-route alternates.
3.4.3.8.1	CASR 91.510	More exacting or exceeds	Australian legislation, for non-commercial operations, does not allow fueling of highly volatile fuel to occur with passengers embarking, on board or disembarking. For fuels other than highly volatile, specific approval is needed.
3.4.3.8.2	CASR 91.510	More exacting or exceeds	Australian legislation does not routinely allow fueling to occur with passengers embarking, on board or disembarking. Specific approvals can be sought for non-highly volatile fuels (aviation kerosene) but would only be granted under certain circumstances.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.4.3.9.1	CASR Part 91 Manual of Standards (MOS) Section 26.43	Less protective or partially implemented not implemented	Australian legislation does not require oxygen until a higher cabin altitude. Additionally Australian legislation has different cabin altitude limits for crew and passengers, hence crew require oxygen prior to passengers.
3.4.3.9.2	CASR Part 91 Manual of Standards (MOS) Section 26.43	More exacting or exceeds	Australian legislation does not consider if descent in 4 minutes is possible and requires a minimum of 10 minutes oxygen anytime altitude is FL250 or more.
3.4.4.1.1	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require an operations manual, but more generally requires the pilot in command to be responsible for the safety of the flight
3.4.4.2.1	CASR Part 91 Manual of Standards (MOS) Section 26.43(4)	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome.
3.4.4.2.2	CASR Part 91 Manual of Standards (MOS) Section 26.44	Less protective or partially implemented not implemented	Australian legislation requires, for non-commercial operations, at least 1 pilot to have either access to a quick-donning mask or be wearing a sealed mask.
3.4.4.3.1	Air Navigation (Aircraft Noise) Regulations 2018 AIP ENR 1.5 (9.1.5)	Different in character or other means of compliance	Australian legislation refers to ICAO PANS-OPS Volume 1 for guidance in developing procedures, which will be subject to CASA approval, but should satisfy the noise abatement objectives of the aerodrome operator.
3.4.4.3.2	Nil	Less protective or partially implemented not implemented	Australian legislation does not specify this, but due to the nature of noise abatement procedures, a similar outcome is likely achieved.
3.4.4.4.1	Nil	Less protective or partially implemented not implemented	Australian legislation does not recommend or specify this recommendation.
3.4.4.5	CASR 91.410 CASR Part 91 Manual of Standards (MOS) Section 25.02	Less protective or partially implemented not implemented	Australian legislation more generally requires the pilot in command to be responsible for safety, where landing considerations take into account the weather, but do not stipulate an altitude decision point.
3.4.5.1	CASR 91.095 Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation uses different words, requiring the pilot in command to comply with aircraft flight manual instructions which includes checklists for the aircraft, to achieve a similar outcome.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.4.5.2	Transport Safety Investigation Act 2003 sections 18 & 19	Different in character or other means of compliance	Australian legislation is more general in nature, but achieves the same outcome by requiring reporting for situations that threaten security, which includes aircraft hijacking.
3.4.5.3	CASR 91 Division 91.C.4	Less protective or partially implemented not implemented	This is not specified, for non-commercial operations, in Australian legislation but in practice this is achieved by using the maintenance release or certificate of release to service.
3.4.5.4	CASR 91.120	Less protective or partially implemented not implemented	This requirement is not specifically defined in Australian legislation, but a journey log is required to be carried on flights that begin or end outside Australian territory, which in practice achieves the same effect.
3.4.6	CASR 91.590	Different in character or other means of compliance	Australian legislation, for non-commercial operations, requires the pilot in command to be responsible for safe restraint of carry-on baggage
3.5.2.5	CASR 91.095 and 91.410 CASR Part 91 Manual of Standards (MOS) Sections 24.02 and 25.02	Different in character or other means of compliance	Australian legislation, for non-commercial operations, is more general in nature requiring operation as per the flight manual and only suitable aerodromes should be used, which achieves a similar outcome
3.5.2.6	CASR 91.095 and 91.805	Different in character or other means of compliance	Australian legislation, for non commercial operations, is more general in nature requiring operation as per the flight manual and only suitable aerodromes should be used, which achieves a similar outcome.
3.5.2.7	CASR 91.095 and 91.410 CASR Part 91 Manual of Standards (MOS) Sections 24.02	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, is more general in nature requiring operation as per the flight manual and only suitable aerodromes should be used, but does not specifically require consideration of accelerate-stop data for the aeroplane.
3.5.2.7.1	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, is more general in nature and does not specifically require accounting for distance to line up.
3.5.2.8	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require planning for enroute one engine inoperative
3.5.2.9	CASR 91.410 and 91.800 CASR Part 91 Manual of Standards (MOS) Sections 25.02	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome.



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<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.6.1.1	CASR 91.810 and 91.935 CASR Part 91 Manual of Standards (MOS) Sections 26.04	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require an operations manual or the use of an MEL. But all equipment fitted must be serviceable unless allowed by regulations, MEL or permissible unserviceability.
3.6.1.2	CASR 91.095	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require an operations manual but does require compliance with the aircraft flight manual instructions.
3.6.2.1	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require the carriage of a first aid kit.
3.6.2.2	CASR 91.105	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require an operations manual but does require carriage of the aircraft flight manual instructions.
3.6.3.1.1.1	CASR Part 91 Manual of Standards (MOS) Sections 26.31 Civil Aviation Order 103.19	Less protective or partially implemented not implemented	Australian legislation specifies different dates of CoA and weight criteria for requiring an FDR. Additionally Australian legislation requires between 20 and 6 parameters.
3.6.3.1.1.2	CASR Part 91 Manual of Standards (MOS) Sections 26.31 Civil Aviation Order 103.19	Less protective or partially implemented not implemented	Australian legislation specifies different dates of CoA and weight criteria for requiring an FDR. Additionally Australian legislation requires between 20 and 6 parameters.
3.6.3.1.1.3	CASR Part 91 Manual of Standards (MOS) Sections 26.31 Civil Aviation Order 103.19	Less protective or partially implemented not implemented	Australian legislation specifies different dates of CoA and weight criteria for requiring an FDR. Additionally Australian legislation requires between 20 and 6 parameters.
3.6.3.2.1.1	CASR Part 91 Manual of Standards (MOS) Sections 26.32 Civil Aviation Order 103.20	More exacting or exceeds	Australian legislation specifies earlier date of Type Certificate and does not specify crew numbers for requiring a CVR.
3.6.3.2.1.2	CASR Part 91 Manual of Standards (MOS) Sections 26.32 Civil Aviation Order 103.20	More exacting or exceeds	Australian legislation specifies earlier date of Type Certificate and does not specify crew numbers for requiring a CVR.
3.6.3.2.1.3	CASR Part 91 Manual of Standards (MOS) Sections 26.32 Civil Aviation Order 103.20	More exacting or exceeds	Australian legislation specifies earlier date of Type Certificate for requiring a CVR.
3.6.3.2.2.1	CASR Part 91 Manual of Standards (MOS) Sections 26.32 & 26.36 Civil Aviation Order 103.20	Less protective or partially implemented not implemented	Australian legislation specifies earlier date of Type Certificate for requiring a CVR, but only requires the last 30 minutes to be retained.
3.6.3.3.1	CASR Part 91 Manual of Standards (MOS) Sections 26.35	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome, to allowing a combination recorder to replace either FDR or CVR or both.



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<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.6.3.4.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.60, 26.61 and 26.62	Different in character or other means of compliance	Australian legislation does not define extended flights over water, but prescribes different limits, the lessor of a distance or time in the cruise, for the carriage of life rafts and survival equipment.
3.6.3.4.2	Nil	Less protective or partially implemented not implemented	Australian legislation does not include a requirement for lighting on the life jacket, but does require each life jacket to have a whistle.
3.6.3.5.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.43	Less protective or partially implemented not implemented	Australian legislation does not require oxygen until a higher cabin altitude. Additionally Australian legislation has different cabin altitude limits for crew and passengers, hence crew require oxygen prior to passengers.
3.6.3.5.3	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.43	More exacting or exceeds	Australian legislation does not consider if descent in 4 minutes is possible and requires a minimum of 10 minutes oxygen anytime altitude is FL250 or more.
3.6.4	CASR 91.710	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome by requiring flight in known icing conditions to have appropriate type certification for flight in icing conditions.
3.6.5.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.08	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require a second independent means of displaying pressure altitude.
3.6.5.2.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.08	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require a standby attitude indicator, but does require a separate power source to that of the turn and slip indicator.
3.6.5.2.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.17	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not mention redundancy due to screen failure for glass cockpits, but relies on FAR 23 and 25 regarding aeroplane certification standards.
3.6.5.2.3	Nil	Different in character or other means of compliance	Australian legislation, for non-commercial operations, does not mention redundancy due to screen failure for glass cockpits, but relies on FAR 23 and 25 regarding aeroplane certification standards.
3.6.6	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require airborne weather radar.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.6.8.1	CASR 90.125, CASR Part 91 Manual of Standards (MOS) section 90.4 and CASR 25.001 (FAR 25.785)	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome.
3.6.8.2.1	CASR 90.125, CASR Part 90 Manual of Standards (MOS) section 4 and CASR 25.001 (FAR 25.785)	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome.
3.6.8.2.2	CASR 90.125, CASR Part 90 Manual of Standards (MOS) sections 4 & 5	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome.
3.6.9.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.26 - 28	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require collision avoidance systems.
3.6.9.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.26 - 28	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require collision avoidance systems.
3.6.9.3	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.26 - 28	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require collision avoidance systems.
3.6.10	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.70(6)	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome.
3.6.11	Nil	Less protective or partially implemented not implemented	Australia does not require flight crew on the flight deck to communicate through boom or throat microphones for non-commercial operations.
3.7.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.18	Different in character or other means of compliance	Australian legislation requires all aircraft to communicate on required frequencies via 2-way voice communication, except some VFR flights, which achieves the same outcome.
3.7.2	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not mention independence in radio communication systems.
3.7.3.1	CASR Part 91 Manual of Standards (MOS) sections 1.07, 13.02(3) and 14.02(7)	Different in character or other means of compliance	Australian legislations' definition of Navigation Database includes approval of the provider, while any use of IFR navigation data in a GNSS must be loaded from a navigation data base, which achieves a similar outcome.
3.7.3.2	CASR Part 91 Manual of Standards (MOS) sections 14.07(2)	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.8.5.1	CASR 42.030(2)(b), CASR 42.745 (1) & CASR Part 145 MOS 145.A.50	Less protective or partially implemented not implemented	The standard is currently not applicable. CASR provides full compliance with the standard but CAR does not include a requirement either for the maintenance organisations or for the operator to ensure a maintenance release is issued each time maintenance is carried out by maintenance organisation.
3.8.5.2	CASR 42.030(2)(b), CASR 42.745 (3) & CASR Part 145 MOS 145.A.50	Less protective or partially implemented not implemented	The standard is currently not applicable. CASR provides full compliance with the standard but CAR does not include a requirement either for the licence holder or for the operator to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.
3.8.5.3	CASR 42.760-765.	Less protective or partially implemented not implemented	The standard is currently not applicable. Under CASR, a certificate of release to service which is equivalent to maintenance release does not have to include details of maintenance carried out. These details are included in the individual maintenance record for each maintenance task. CAR does not include a requirement either for the licence holder or for the operator to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.
3.9.1.1	CASR 91.215	Different in character or other means of compliance	Australian legislation, for non-commercial operations, does not require the operator to designate a pilot in command, but requires the pilot in command to be responsible for the flight, which achieves a similar outcome.
3.9.1.2	CASR 91.095	More exacting or exceeds	Australian legislation, requires compliance with the aircraft flight manual instructions, which achieves a similar outcome.
3.9.2	CASR 61.385	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require a recurrent training programme, but does require each pilot licence holder to be competent in normal, abnormal and emergency procedures.
3.9.3.1	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require a recurrent training programme.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.9.3.2	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require a recurrent training programme or a company operations manual.
3.9.3.3	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require a recurrent training programme.
3.9.3.4	CASR 61.205	Different in character or other means of compliance	Australian legislation requires training in a simulator as seating configuration and MTOW increases, varying based on the simulator being located in Australia or outside Australia.
3.9.4.1.1	CASR 61.385 and 91.155	Different in character or other means of compliance	Australian legislation, for non-commercial operations, places the responsibility of being correctly licensed and competent on the pilot.
3.9.4.1.2	CASR 61.385 (2)	Different in character or other means of compliance	Australian legislation, for non-commercial operations, places the responsibility of being correctly licensed and competent on the pilot.
3.9.4.2	CASR 61.395	Different in character or other means of compliance	Australian legislation, for non-commercial operations, places the responsibility of being recent on the pilot, while only requiring 3 take offs and landings when carrying passengers.
3.9.4.3	CASR 61.395	Different in character or other means of compliance	Australian legislation, for non-commercial operations, places the responsibility of being recent on the pilot, while only requiring 3 take offs and landings when carrying passengers.
3.9.4.4	CASR 61.385 and 61.880	Different in character or other means of compliance	Australian legislation, for non-commercial operations places the responsibility of being competent and having and instrument proficiency check on the pilot.
3.10.1	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations does not require a flight dispatcher or training for the same.
3.11.3	CASR 91.650	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome.
3.12.1	CASR 91.820	Different in character or other means of compliance	Australian legislation, for non-commercial operations, does not depend on aeroplane type, but does depends on the number of passengers.
3.12.4.1	CASR 91.830	Different in character or other means of compliance	Australian legislation, for non-commercial operations places responsibility on the operator, pilot in command and the cabin crew member.



<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
3.12.4.2	Nil	Less protective or partially implemented not implemented	Australian legislation, for non-commercial operations, does not require a cabin crew training program, but does require cabin crew competency.